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West is the explanation of the violence and terrorism by which they have been almost uniformly characterized. Unfortunately Dr. Rastall has considered this aspect of his subject less fully than would have been desirable. This has been due to his theory that the labor history of the Cripple Creek district has a value in and by itself as a "miniature" of "industrial evolution." According to this view the Cripple Creek district passed through the "stages of a complete industrial revolution in a little more than a decade." The strike of 1903-4, therefore, "may represent a modern industrial development ahead of its time." "There do not lack," he says, "indications of a general current sweeping the entire nation to such a final issue. History will tend to repeat itself when the culminations come. It may well be that in the throes of the Cripple Creek conflict lie auguries of the future lessons for both parties to the strife and for the 'powers that be' in state, county, and town." Most readers will be inclined to regard this study as a somewhat slender foundation for so sweeping a prophecy. The author's commitment to such a view is peculiarly to be regretted by other students since it has led him to deal in a somewhat cursory manner with those peculiar social and economic conditions which the Cripple Creek district shares with other western mining regions and which have an intimate relation to the character of western labor disturbances.

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*Verfassung und Verwaltungsorganisation der Städte*; Siebenter Band. III, *Nord Amerika*. (1) "The Position and Power of Cities in the United States," by FRANK J. GOODNOW; (2) "The Government of Great American Cities," by DELOS F. WILCOX. "Schriften des Vereins für Socialpolitik;" Band 123. Leipzig: Duncker & Humblot, 1908. 8vo, pp. xvii+299.

These two contributions by Professor Goodnow and Dr. Wilcox to the "Schriften des Vereins für Socialpolitik" constitute the third part of the seventh volume of a series dealing with the government of the municipalities of Europe and America, the first and second parts of which are devoted to city government in England and France. They are written for European, and especially for German readers, the purpose being to describe as faithfully as possible the political position and organization and the administrative activities of American cities. The authors have, therefore, consistently refrained from raising controversial questions and from expressing opinions concerning policies which are not yet generally accepted.

Professor Goodnow has also, in his brief exposition (pp. 1 to 50) of the legal and administrative aspects of the American city in its relations to the state and federal governments, been at some pains to make comparisons with the same features in European municipalities. Taking up the historical development of cities in the United States, the author shows the ways in which the cities, having been from the first subject to state legislatures, have nevertheless constantly enlarged their field of local activities. Considerable attention is paid to the position of political parties in municipal government and to the rise in recent years of reform movements. In the treatment of the organization

of government the increase of the power and influence of the mayor is emphasized, and the importance of the position and function of governing boards is pointed out. Those who are familiar with Professor Goodnow's *City Government in the United States* will scarcely find much that is new in this short treatise. But as a brief and rapid yet clear and comprehensive survey of the political and legal position of American municipalities it cannot but prove valuable.

Dr. Wilcox' contribution (pp. 51 to 299), which goes with greater detail into a presentation of the important features of American municipal government, follows an entirely different method. The author has selected for separate handling ten of the most important cities of the United States, viz., Washington, New York, Chicago, Philadelphia, Boston, St. Louis, Baltimore, Cleveland, San Francisco, and New Orleans. Since the government of no two of these cities is precisely alike, there is a wide range of opportunity for explaining a great variety of administrative plans. Dr. Wilcox refers to the history of each of the cities and explains briefly its relation to the state government, but devotes most of his space to a more specific description of its administrative organization and functions. The problem of city finances is thoroughly analyzed in every case; the importance and the varying efficiency of administrative boards and departments are emphasized; the constant trend toward concentration of responsibility in the mayor is pointed out; and the progress of administrative reforms is related. In New York, on account of the size and importance of the city, the governmental activities are many and varied; New York, therefore, receives the lion's share of the author's attention. San Francisco and New Orleans, on the other hand, are dismissed with a few pages. Some of the "experiments" recently introduced by smaller cities are mentioned and explained, e.g., the Galveston and Newport "plans;" the Grand Rapids non-partisan election system; and the "recall" as practiced in Los Angeles. Several illuminating tables of comparative statistics are appended. Dr. Wilcox' work is unique in giving within the covers of one book separate and complete, if yet brief, treatment of the governments of ten typical American municipalities. The absence of an index detracts materially from the value of the book as a whole.

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*Proposed New Railway System for the Transportation and Distribution of Freight by Improved Methods in the City and Port of New York.*  
By WILLIAM J. WILGUS. Privately printed for submission by the Amsterdam corporation to the Public Service Commission for the First District. Folio, pp. 108.

The proposal here is to relieve harbor congestion, improve accessibility of the water front, decrease cost of freight distribution, expedite deliveries, etc., in New York City by the adoption of a system of cartage-subways located beneath the sidewalks and tapping both sides of the principal business streets of the city, the system to cost from eighty to one hundred millions of dollars. The book deserves notice because it gives, with maps, illustrations, and diagrams, a good survey of traffic conditions in New York City and of the efforts